





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS  
AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS  
AND  
SHERRY.

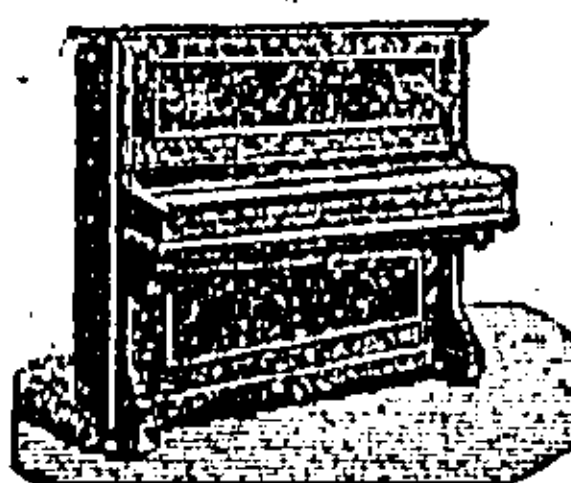
Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [71c]

COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVORITE SUMMER COLLAR.  
1 1/2 INCH "LEADER."  
BATH GOWNS.  
OVERLAND TRUNKS.  
Hongkong, 20th July, 1901. [67c]THE  
ROBINSON  
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT  
SYSTEM.

Hongkong, 10th August, 1901. [57c]

KELLY &amp; WALSH, LD.

NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGATIONS IN PEKING, by Nigel Oliphant	\$3.00
THE REAL CHINESE QUESTION, by C. Holcombe	1.50
ALL THE WORLD'S FIGHTING SHIPS, by P. T. J. J. J.	0.50
ROYALTY OF THE WORLD IN PEACE AND WAR, by Capt. W. E. Cairnes	0.75
EARL ROBERTS AS A SOLDIER IN PEACE	3.50
HOW TO INVEST AND HOW TO SPECULATE, by C. H. Thorpe	3.00
BEAUTY'S AIDS: OR HOW TO BE BEAUTIFUL, by Countess C.	2.25
HOW TO BE HAPPY THOUGH MARRIED, by Rev. E. J. Hardy	2.25
LOVE AFFAIRS OF SOME FAMOUS MEN, by Rev. E. J. Hardy	2.25
THE BUSINESS OF LIFE, by Rev. E. J. Hardy	3.50
MR. THOMAS ATKINS, by Rev. E. J. Hardy	0.10
TRADE OF SAMSHUI AND AMOY, 1900—F. O. Report	0.10
SHORT TALKS FOR THE CONVERSION OF U.S. GOLD DOLLARS INTO S. DOLLARS, by F. M. de Luz	2.00

WILLIAM POWELL, LIMITED,  
GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

QUEEN'S ROAD CENTRAL.

Are now showing a Large and varied Stock of  
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.  
MILLINERY.  
Latest London and Paris Fashions constantly arriving, inspection invited.R. G. HECKFORD,  
Manager.OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [77c]

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspidal's Enamels, &amp;c., &amp;c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.  
Hongkong, 23rd July, 1901. [77c]To-day's  
Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"PERLA,"  
Captain J. E. McArthur, will be despatched as above on FRIDAY, the 23rd instant, at 5 P.M.  
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 19th August, 1901. [89c]IMPERIAL GERMAN MAIL LINE.  
STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.THE Imperial German Mail Steamship  
"PRINZ HEINRICH,"  
of the Norddeutscher Lloyd,  
Captain R. Heintze, due here with the outward German Mail about THURSDAY, the 22nd instant, will leave for the above Places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 19th August, 1901. [32]EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched as above on FRIDAY, the 23rd instant, at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 19th August, 1901. [89c]NOTICE TO CONSIGNEES.  
FROM LONDON AND STRAITS.  
THE Steamship  
"GLENFARG,"  
having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 25th instant, will be subject to rent.  
No Fire Insurance has been effected.  
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.  
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FROM CALCUTTA, PENANG AND SINGAPORE.THE Steamship  
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Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 23rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside: such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
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Hongkong, 19th August, 1901. [89c]To-day's  
Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 8% per Share for the Six Months ending 30th June, 1901, declared at Monday's Ordinary Half Yearly Meeting will be PAYABLE at the Premises of THE HONGKONG AND WHAMPOA DOCK COMPANY, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.  
By Order of the Board of Directors,  
THOS. L. ROSE,  
Secretary.  
Hongkong, 19th August, 1901. [89c]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN,"  
FROM BOMBAY AND STRAITS.Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From Bombay, ex S.S. *Ernest Simons*.  
Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 19th August, 1901. [5]

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Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside: such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 19th August, 1901. [89c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"CATHERINE APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge of the vessel will be landed at once.  
Cargo remaining on board after the 23rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside: such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
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Hongkong, 19th August, 1901. [89c]

## The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 19, 1901.

## NOTES AND COMMENTS.

Jerry Building.

As was only to be expected, the collapse in Cochrane Street has stirred people up to a sense of the dangers of jerry building. We hear that since the collapse took place several reports have been sent in to the Public Works Department of buildings which are likely to be dangerous. It was just such an object lesson as that we have just had that was required to wake people up to the danger of poor bricks, worse mortar and faulty construction of buildings. And we hope that the impression caused by this big disaster will not be allowed to die away without something being done to put a stop to the state of affairs which now exists.

As matters now stand it seems to us that a man can build a house that will fulfill all the requirements of the Building Ordinance and yet will be a jerry-built structure. We are told that all that is required is that the walls should be a certain thickness for a certain height and a few other regulations of a like nature. Where the regulations are said to fall short is on the question of material. We are assured that houses are now being erected in which the walls are the thickness required by law, but this end is gained by the simple expedient of putting a casing of brick and filling the enclosed space with any odds and ends of broken bricks, tiles, potsherds or rubble that happen to come handy. If this is so, and we have no reason to doubt the truth of what is told us, then the dishonest building contractor can evade the law to his heart's content and can make a fortune by scamping his work without the least danger of being brought to book.

One very useful step that our Legislative Council could take would be the condemning of the blue brick. These bricks are cheap and hence are in great favour, but they are utterly useless. They break and crumble with the least shock or pressure, are readily affected by damp and are so badly shaped that it is impossible to build a good-looking wall with them. So brittle are they that some thirty to forty per cent. are broken in transit, with the result that a house built of them is constructed to a great extent of fragments instead of whole bricks. We think that these bricks should be condemned for all buildings above one storey in height. They were the bricks used in the collapsed houses and it looks as though the collapse was directly attributable to them.

Then too, a little legislation on the subject of mortar would not be out of place just at present. So long as our buildings were only one storey in height it did not matter so much if they were built with mud instead of mortar, but now that they are running up to three and four storeys, something of a more tenacious nature is required to give the necessary solidity to a wall. We have no hesitation in saying that one half of the houses in Hongkong would not stand a year if exposed to wind and rain with their protecting coats of stucco stripped from them. This fact is easily demonstrated whenever a fire occurs. Wherever the water from the engines happens to hit a wall, the mortar is washed out like so much sand or mud. In any decently built city this is not the case; the mortar, if it really is mortar, is harder than the surrounding brickwork.

In fact we must have new rules and regulations for building altogether. We must not say that a wall must be so thick, but that it must be constructed of such and such materials and of such and such a strength. Only by such regulations can the jerry builder be prevented from carrying on his nefarious trade. Another thing that we should like to see would be a few enquiries held in which the blame was fixed upon somebody or other. The person responsible for the Cochrane Street collapse richly deserves hanging, but will probably be allowed to escape all blame. This is not as it should be.

A RATHER LITTLE ceremony was witnessed at the Toulon Military Hospital the other day, when Adjutant Aussel, who has just undergone amputation of the leg, was decorated with the Legion of Honour as he lay in bed. Aussel was with the French forces in China and received his wound last October, in a gallant and successful effort to avert a disaster between British and Russian troops, who had opened fire, mistaking each other for Chinese. A body of non-commissioned officers gathered round M. Aussel's bed as General Floy gave him the accolade and pinned his cross on his breast.

A TELEGRAM has been received at Shanghai, says the *China Gazette* of the 12th instant, ordering General Richardson to return to India, his orderly officer Capt. Young, to rejoin his regiment at Shanghai and the



AN amusing incident occurred at a meeting of the N.Y. society recently held in a fashionable hotel in New York, says an exchange. "The rays were suddenly turned on a lady member, and revealed a spoon concealed in her corsage. It was just after the society's dinner, the woman having taken the spoon as a souvenir. The discovery took the offender completely by surprise, and caused considerable merriment. The confused culprit blushed and stammered at this startling revelation of her guilt, and confessed that she had merely taken the spoon as a memento of a very pleasant evening. Some other lady members excused themselves in various ways from being experienced in the use of the X-ray apparatus as a safeguard for their silverware." "Humph—yes," said the old Yorkshire woman said, "Whatever perfection is a hint given nowadays to a woman like me?"

A WHITER in an Australian contemporary says:—King Edward, who has great ideas in connection with costume, announces his latest reform for ordinary evening dress:—Silk stockings, velvet knee-breeches, velvet claw-hammer coat, black satin waist-coat, shoes, and buckles. This, he thinks, is needful in order to distinguish guests from waiters. By this proclamation the King takes for granted that all men are elegantly made, with nice legs and calves. But the King is mistaken. The majority of men, especially dinner guests, are not fashioned in the Apollo mould. Of course, calves can be added, bony legs straightened to a certain extent, and knee-knocks toned down considerably. The fact of it is, trousers cover a multitude of shins that will not bear the light of day. If King Edward would take advice from a humble subject, he should alter waiter's costumes, say, to white jackets and dark pants, or if he likes a bit of colour, red jackets and blue pants. But he had better leave his liege subjects' legs severely alone.

#### HALF-YEARLY MEETING OF THE HONGKONG AND WHAMPOA DOCK COMPANY.

The meeting of the above company was held at the offices this morning at 12 o'clock. There were present:—Messrs. R. Sheehan (Chairman), Hon. J. J. Bell-Irving, N. A. Siebs, A. Haupt, D. E. Brown, P. Witkowski, Hon. G. P. Chater, C.M.G., H. P. White (Directors), T. L. Rose (Secretary), Herrndorfer, H. M. S. H. Esmail, J. McGregor Forbes, D. Crookall, S. Sharpe (Gibb, Livingston & Co.), D. Haskell, J. Hastings, Ho Fook, Ho Koon Tong, E. H. Hinds, J. A. Jupp, J. J. Leiria, R. K. Leigh, Leung Yau, P. Lo Cheung Shiu, A. McConachie, De Champagneux (Messengers, Maritimes), S. H. Michael, M. H. Michael, A. G. Morris, C. Palmer, H. Pinchney, R. H. Potts, G. W. F. Hayfair, W. H. Purcell, C. H. Potts, R. Richardson, H. A. Ritchie, H. W. Slade, Smythe, W. M. Watson, and A. W. Wickham.

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen, with your permission we will take the Report and Accounts which have been in your possession for some time past as read on this occasion. The result of the past six months' work is a most satisfactory one and it affords your Directors great pleasure to be able to lay before you the best record we have yet had. The amount available for appropriation including \$257,757.20 brought forward from last year is \$1,157,638.86, which we propose to distribute in a dividend of 10% and a bonus of 8%, absorbing \$430,000. (Lauding \$12,530 last August), by writing \$181,370.77 of the value of Kowloon and Cosmopolitan Docks, \$4,000 of Steam Launches, and by carrying forward \$459,695.15. The Dividend and Bonus is \$1,175,000 more than we paid the same time last year, though we only propose to write off about \$35,000, less than we did them. It may appear to some Shareholders that we write off too much, but the wear and tear and loss by depreciation of plant and machinery in such a business as ours is very great indeed and when all is said and done you will notice that the value of Kowloon Docks will still stand at \$1,700,000 as against \$1,600,000 last December, so that in fact their book value has risen \$100,000. As we have no Reserve Fund, and cannot have one except on paper until we are out of debt, we propose to keep something in hand by carrying forward more than usual to the credit of the next account. We are in debt to our Bankers some \$300,000 which will be increased on payment of the Dividend of \$150,000 to about \$750,000 and it must be our constant aim to reduce this indebtedness until the balance inclines the other side. This we can only do by writing off more of our profits than we spend on improvements—if not our debts will increase until we are compelled at last to raise fresh capital to pay them off, a step of course we should be very loath to resort to. The money spent on improvements has, however, I am glad to say, been money well spent as is proved by the increased efficiency and the greater facilities for the work now provided at the Docks. The negotiations with the Government for the acquisition of land for a new and larger dock, which have dragged their slow length along for years past, appear at last to give some signs of approaching a conclusion. The great stumbling block—the right of preemption by the Navy—has been overcome, and the questions now at issue are more or less of a minor character, though still of quite sufficient importance in themselves. Your Directors are very fully alive to the great importance of pushing on with the new Dock as fast as possible and will endeavour in any possible way consistent with your interests to bring this matter to a settlement in accordance with our views. The want of a new and larger dock is fully exemplified by the case of the steamship *Manchen*. In ordinary times we would have willingly competed for the repairs of this boat but our large docks were so fully engaged that we had to let the business go past us. The work would have taken at least four months and we could not afford to let one of our two largest docks be engaged for such a time without gravely inconveniencing our regular business. As you see in the Report, Mr. Gillies has resigned the post he has so ably filled for many years past. His successor, Mr. Dixon, comes to us with first class credentials and we have every reason to believe he is well qualified for the position of Chief Manager of this Company. While on this subject I may take the opportunity of recording the fact that the hearty thanks of the Shareholders are due to Sir Andrew Noble, Mr. William Keswick and Mr. J. L. Houston for the very valuable assistance they have given us at home in selecting someone to succeed Mr. Gillies. As to the present six months it is not well to prophesy unless you are a seer. The returns for July are satisfactory, although at the moment work is rather slack and the Docks by no means so full as they might be. Before proposing the adoption of the Report and passing the Statement of Accounts, I will be happy to answer any questions you may desire to ask.

There being no questions, the Chairman moved the adoption of the Report and Statement of Accounts as submitted. Mr. C. S. Sharp, in seconding said:—I have much pleasure in seconding the resolution just proposed for the adoption of the report and

passing of the accounts. It is no small achievement to have topped the already splendid records shown by this Company and let us hope that we have not reached high water level even yet. I have no doubt the accounts and proposed distribution of available profits will be considered satisfactory by shareholders, providing as they do for a larger amount for dividend than for the corresponding period of last year and for satisfactory writings off and carrying forward of a comfortable sum. You have adduced what appear to me to be sound reasons for the proposed writings off and carrying forward; I think that some shareholders in their natural desire for line dividends may at times lose sight of other considerations which make it important if not necessary for a Company to retain a large proportion of its profits for its accommodation in carrying on its business, and personally I should be sorry to see this Company run into debt for more than what it must be able to meet. I have no doubt that the proposed sum, especially with so much capital expenditure still ahead of us, even though this may mean to us the curtailing for time of dividend distributions. It is good news to hear that the difficulties which have hitherto been standing in the way of the new dock project are now in a fair way of being overcome and we shall all be glad to hail the day when a satisfactory arrangement has been made, and this new and important work can actually be proceeded with. The retirement of Mr. Gillies from the Chief Managership will be felt by all as a loss, a great loss to the Company, for he has been identified with the business and its upward progress. However his long and meritorious services need no eulogium from me. We can only hope of his successor that he may emulate the record of recent years.

If I am not out of order I should like here to express what I feel sure is present in the minds of us all, viz our sincere sympathy with our Acting Manager Mr. Cooke under the serious illness which has overtaken him and our earnest hopes that he may be speedily restored to health and strength again. Carried unanimously.

#### THE COCHRANE STREET COLLAPSE.

Another house falls. Yesterday morning a further collapse took place in Cochrane Street, but this time without any loss of life. The wall of No 36, which we reported as being in a dangerous condition, came down by the run, of course causing the collapse of the whole house and piling a lot more rubbish on top of the heap under which many people are still buried. The wall of No 30 looks none too safe and is in such a shaky condition that the inhabitants of the house fear to enter it to remove their furniture. The whole of the front of this house has fallen out and from across the street can look into the rooms as into a dolls' house and see them left just as they were when the occupants made their hurried exit after the collapse.

Work seems to have gone ahead well since Saturday afternoon. The whole of the street has been cleared and the pile of debris inside the wrecked premises shows signs of diminishing. The work is greatly interrupted, however, by the rain and also by the constant necessity for attending to the struts and shores which support the surrounding buildings. The gap left by the fallen houses being so big, it has been necessary to place many of the struts upon the pile of rubbish and these are having to be constantly moved as the work goes on. Thus every half hour or so work has to be suspended while the scaffolding is looked to. The work of clearing the wreck is not at all pleasant or free from danger. At any moment a further collapse may take place and endanger the lives of the men employed.

There seems to be quite a collapse scare on at present. We hear that several houses have been reported to the Public Works Department as unsafe and everybody seems to be looking for cracks in their walls. Last night a scare occurred in a house in Hollywood road during one of the squalls, the inhabitants rushing out under the impression that their house was about to collapse. A view of the Cochrane Street ruins is by no means comforting for those who are living in old buildings.

His Excellency the Governor visited the scene of the disaster this morning and was, we noticed, taking a great interest in the blue bricks of which the collapsed buildings were built. We trust that this may lead to these bricks being condemned altogether for building purposes in the Colony. They are so soft and brittle that they break at the least shock and are about as good for building purposes as stale bread would be.

Up to this afternoon twenty-eight bodies had been found and it was thought, from the overpowering stench arising from the wreck, that many more still lie beneath the ruins. Those recovered yesterday and to-day were in a shocking condition.

We would remind our readers that Mr. Fung Wa Chuen has funds at his disposal for the relief of the sufferers from the collapse, and those who have lost their all should apply to him for temporary relief.

#### ARRIVAL OF MESSRS. McAULIFFE AND SLAVIN.

The two athletes above named have taken in Hongkong in their tour and, if sufficient inducement is afforded, will no doubt give us an exhibition in that art which has kept the British from the dagger and the pistol. It would be a great pity if these two masterly exponents were allowed to leave without an entertainment being arranged, and we call upon our local sports to fix up a good night's programme coupled with the advice, "No Sclanders."

#### ANNIVERSARY OF EMPEROR FRANTZ JOSEF 1st.

On Saturday, the 71st anniversary of the birth of Frantz Josef 1st, Emperor of Austria and King of Hungary was suitably recognised in Hongkong. The Austrian Consul had a large party to dinner, including the Captain and officers of the s.s. *Melbourne* and *China*. On the proposition of the Consul, seconded by Mr. Keelm, it was decided to wire a congratulatory message to His Majesty, which was accordingly done next morning. A reception was held on Sunday and Consuls of all countries met to offer their congratulations, which was followed by a superbly set out dinner on board the Austrian Lloyd steamer *Calais*.

#### LEGAL INTELLIGENCE.

##### SUPREME COURT.

##### CRIMINAL SESSIONS.

(Before His Lordship A. G. Wills, Acting Chief Justice.)

August 19th.

##### FORGERY.

Chan Po Kam, alias Chan Po, was charged with uttering a forged request for delivery of goods with intent to defraud, also with obtaining goods upon a forged instrument. Mr. H. E. Pollock, K. C. (Acting Attorney General) prosecuted.

The following jury were sworn:—Messrs. José A. Costa, Vieira Ribeiro, A. McGregor Beattie, Thomas Arnold, L. J. C. Anderson, A. S. Mihara, J. A. Albertole and Arthur Kuhn.

The Acting Attorney General opened the case and called the complainant as first witness.

The evidence was very clear and prisoner was sentenced to four years' hard labour.

##### AT THE MAGISTRACY.

THAT JOHNSON AGAIN.

Wong Chi anchored his junk in the Sor hem Fairway, P. C. 29 was on his track. Defendant fined \$5 or fourteen days.

##### DRUNK AND DISORDERLY.

R. McGregor, of Skitland, was fined \$3 for the above offence. Take more water with it Mac?

##### FIGHTING DRUNK.

Richard Lane was fined \$5 for assaulting C. Walbridge. Lane is about 5 ft. 4 in. and Walbridge 5 ft. 11 in. But Lane is a handy man and evidently had taken his \$5 worth out.

##### VAGRANCY.

Joseph Curson was adjudged to be a vagrant and committed to the House of Detention.

##### ROGUES AND VAGABONDS.

D. McHardy, P. S. 50, lined up six Chinese as being rogues and vagabonds; terms of imprisonment were awarded ranging from fourteen days to one month.

##### ADAM'S CURSE.

Tsoi Ng, a boy employed by the Hongkong Hotel Co., was charged with stealing four apples. The Indian watchmen saw him eating one and found three more in his clothes. Mr. Haines swore they belonged to the Hotel. The defendant said he took them from the table. Fourteen days' hard labour without the option.

##### HUMAN VULTURES.

Three Chinese were charged with stealing from the scene of the disaster in Cochrane Street. Fourteen days each will teach them and the poor inmates have suffered quite enough without pariah dogs helping in the loss.

##### GAMBLING.

P. S. A. Gordon, No. 38, had a small company of eleven Chinese to face the music for gambling. The defendants denied it and were fined from \$2 up to \$10.

##### STEALING A REVOLVER.

Chung Fin, a boy, serving Lieut. Jones of the R.W.F. was convicted of stealing his revolver and was sent to gaol for two months.

##### COMMITTED FOR TRIAL.

Chung Fin having stolen his master's revolver, and loaded it, went on a marauding trip. He went to a jeweller's shop and bailed up the proprietor, but was captured. Mr. Hazeland committed him for trial.

##### THE PLAGUE.

Number of cases reported (Chinese) 1,535 up till noon of the 17th August, 1901. (Other Asiatics) 51. (Europeans) 30.

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turned in a very unfavourable direction, so that misfortune of various natures have befallen the said village. The inhabitants laid the cause of all that happened at the door of the contiguous village, which they accused of having been the cause of the misfortune. Fengshui over them. Whereupon these two villages began fighting, a state of affairs which has lasted intermittently for about ten days. As both sides are well armed and possess a good store of ammunition, hostilities may not cease for a long time.

##### CASUALTIES.

In the penultimate impromptu engagement one side had four killed and 15 wounded and the other only 12 wounded. Were it not for bad marksmanship and utter lack of organisation a greater number of casualties would have to be recorded.

##### THE OFFICIAL ALARMED.

Magistrate Wu, of Shao An, owing to these occurrences, is greatly alarmed and feels quite unsafe. He sent an urgent appeal to Cheong-show and requested the despatch of soldiers to quell the disturbance.

##### UNREST EVERYWHERE.

As if by magic disquiet has arisen simultaneously all around Swatow. In the Shao An district, besides the incident already above described, there is also fighting between the villages of Liao and Wong, whereby 15 were killed and 32 wounded; also between the villages of Liao and Tui, with casualties of 52 killed and 102 wounded. Friendly relations exist between the villages situated at Kityung, Ponging, and Choyang, and last but not least, at Wongkung, in the Jousip district, whereat fighting is being now carried on. Unless the provincial authorities intervene and pacify the riotous villagers, local trade may suffer a severe check.—*Shanghai Mercury* Car.

##### AFFAIRS AT NANKING.

##### THE WHANGPO CONSERVANCY QUESTION.

SHANGHAI, August 14th. We understand that the visit of the British and German Consuls-General to Nanking was in connection with the question of the Whangpo conservancy. We learn that all the Powers have come to an agreement as to what ought to be done in this direction, and in consequence Mr. Bourne and Dr. Knappe have been able to work in complete harmony in Nanking. It seems that their negotiations with Viceroy Liu Kun-yi have been successful, as the Chinese authorities at that port have a special interest in the Whangpo question, and therefore they will hardly object to any of the proposals made by the Foreign Powers. We further learn that no other question has been discussed with the Nanking Viceroy during the visit of the British and German representatives to Nanking.—*Mercury*.

##### NOTES FROM NATIVE PAPERS.

##### SHANGHAI, August 19th.

##### OFFICIAL MOVEMENTS.

It is reported that Fan Tsanchung is appointed provincial judge of Shensi.

It is also reported that Chang Sentan is appointed an intendant of circuit of Fung Wing Sate in Nanyang province. Tai Hung has arrived at the Court of Hsian and paid his respects to the Empress Dowager and Empress.

##### DEGRADING A SUB-PREFECT.

Price Ching and Li Hungchang received a telegram from the Court of Hsian ordering the degradation of Chan Kweileung, the sub-prefect of Hing prefecture, for not having attended the Court satisfactorily when the Court passed his jurisdiction.

##### TAKING THE SEAL OF OFFICE.

Chan Fong Pa started from Peking on the 19th ultimo to take his seal of office as treasurer of Paojing and was welcomed by Chinese and foreign officials.

##### THE NEW MINISTRY OF FOREIGN AFFAIRS.

Owing to the alteration of the Tsungli Yamen to a Ministry of Foreign Affairs all the officials begged to be employed in that bureau, but Prince Ching, after consultation with Li Hung-chang, decided to take them only after examination without favouring any.

##### THE PAOTING RAILWAY.

It is stated that the Paoting railway, which was built by the French, is only used for conveying material to the Legations and passengers and troops, but that the Chinese seldom travel by that Railway. The two plenipotentiaries have accordingly arranged with the French Representative to destroy the railway after the Court's return.

##### EXTIRPATING THE REBELS.

On the 12th inst. General Mu gave orders to the Lok troops to advance and also to Capt. Yuen Sai Han to assist with one regiment of Cavalry and three regiments of infantry together with Brigadier General Wong, who took 5 gunboats and 200 sailors, in order to extirpate the rebels. The fight lasted seven hours. The military and naval troops threw big shells with quick firing guns amongst the rebels and killed about 150 and burnt their houses. As the rebels saw that they would be defeated by the troops, they broke the dykes and the water swept right down to the troops to the depth of 3 feet above the level. The Imperial troops hurriedly retired. On the way back they met Capt. Su Yunye, who took his troops up to harass the rebels. Finally the rebels were defeated and ran away through the high bushes. Five soldiers and two sailors were killed and 14 wounded. The rebels lost 200 or 300 killed and wounded. The news of this victory was at once brought to Li Hung Chang.—*Mercury*.

##### MASTERS AND SERVANTS.

Householders fume under the burden of thieving employees, and threaten untold vengeance on the servant whom they suspect to be assisting in the diminution of the wine or other stores; but, because the only possibility of redress has hitherto been to an inhuman or else indifferent Yamen, the great majority of masters have suffered loss and merely contented themselves with kicking the culprit out to go and thieve somewhere else. It is satisfactory to know that employers now are not obliged to put up with the rascality of their servants, through a fear of subjecting them to needless cruelty at Chinese hands, or the belief that their prosecution may on the other hand fall to the ground because brought by a foreigner. Under the Provisional Government thieving servants can be easily and conveniently prosecuted, and the merits of the charge are sure of a careful and thorough investigation, and suitable judgment. We are glad to hear that one of our leading stores has this week prosecuted a servant who was engaged after the Siege, for having in his possession sundry bottles of wine and other stores belonging to his master, and the man has received two months and thirty lashes. If a few more masters will act on this precedent, something like a wholesome awe may possibly be inspired in the domestic circles, who might perchance then begin to consider whether it really pays to supply the market stalls and the Tientsin "Petit Canal" with "dainties" from the master's larder. We may point out that a man, sentenced by the P. C. for an offence of this kind, has his hair cut off and becomes marked man, and it would speedily become an unspeakable dread to local boys to fall into the hands of a magistrate.

that be, as in addition to the sentence there is the time of enforced idleness until the hair grows again, or the expense of a wig. We recommend employers to utilize the present opportunities for educating their boys to an appreciation of the watchword "honesty is the best policy."—*P. & T. Times*.

#### NOTANDA.

##### CALENDAR.

##### AUGUST.

Metereological means based on fifteen years' observations to 1898.

Barometer.....29.755

Thermometer.....81.0

Humidity.....83

Rainfall.....13.482

##### TO-DAY.

##### WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.71 29.66

Temperature.....81 80

Humidity.....85 91

Rainfall.....1.45

##### ANNIVERSARIES.

1819—James Watt died.

1892—Japanese steamer *Asaki Maru* sank at her



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKO	FRIDAY, 23rd August, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Honolulu, 3rd August, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

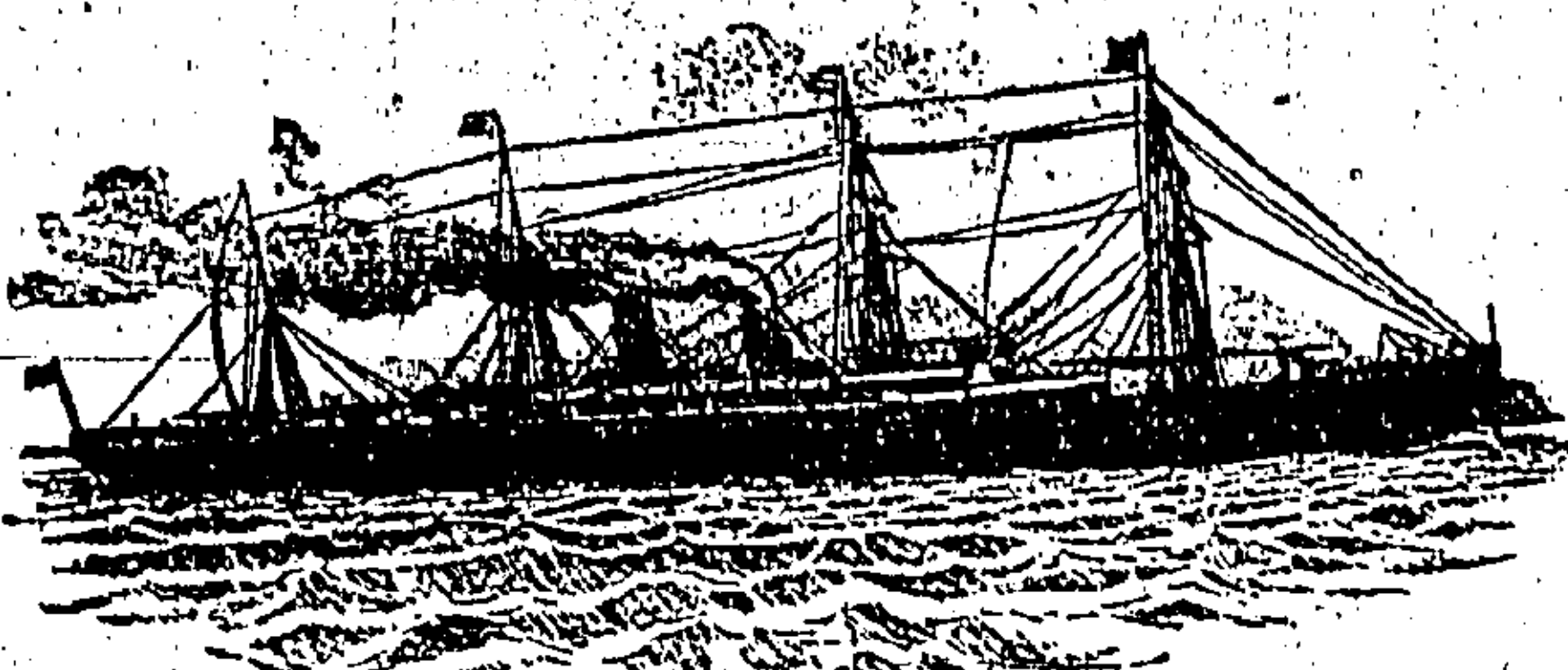
For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON &amp; Co., Agents.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPING"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"JAELEIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

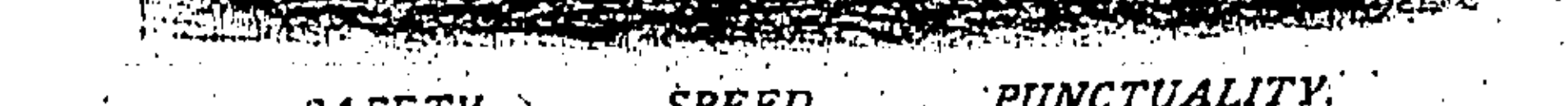
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. &c., apply to D. E. BROWN, General Agent, Padder's Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALEXANDRIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	27th Aug.
ROERDEN	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	10th Sept.
SIBIRIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	21st Sept.
ANDALUSIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	5th Oct.
ARABIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	19th Oct.
ARAGONIA	NEW YORK VIA SUEZ CANAL	End of August or beginning September.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI, KOBE and MOJI	"KASHING"	20th instant, at 5 P.M.
MANILA, LOILO and CEBU	"SUNGKIANG"	20th instant.
FOOCHOW, NINGPO and SHANGHAI	"WOOSUNG"	21st instant.
SHANGHAI	"CHANGSHA"	30th instant.
MANILA	"TAIYUAN"	10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	10th September.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 14th August, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AJAX"	30th August.
"	"TYDEUS"	26th August.
"	"PYRRHUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	22nd August.
"	"STENTOR"	3rd September.
"	"IDOMENEUS"	17th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES.)	"ORESTES"	about 15th September.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about 1st Sept. 15

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Manila, 15th July, 1901.

## SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ATAKA," will be despatched for the above Port, on or about the 15th September. To be followed by the S.S. "ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 11th August, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, TO-MORROW, the 20th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 19th August, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, on WEDNESDAY, the 21st instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 16th August, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

"CHUNSAUNG," Captain Muir, will be despatched as above on THURSDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th August, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Steamship

"KASUGA MARU," (5,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1901.

## SAILING VESSELS.

FOR NEW YORK. THE 3/4 A. I. I. American ship

"J. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch. For Freight, apply to

ARNHOLD, KARBERG &amp; Co.

Hongkong, 12th August, 1901.

FOR NEW YORK. THE 3/4 A. I. I. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October. For Freight, apply to

SHEWAN, TOMES &amp; CO.

Hongkong, 8th July, 1901.

## For Sale.

## FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

## FOR SALE, CHEAP.

A COTTAGE, PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON, PIANO CO. Hongkong, 27th May, 1901.

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN He-Houm Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty. Hongkong, 22nd September, 1901.



## AFFAIRS IN THE PHILIPPINES.

The military commander of Bohol has authorized the civil agents to open negotiations with the insurgents under Pedro Samson with the view of accomplishing the latter's surrender. Governor Clarin sent a message in the form of a proclamation advising all in arms against American authority to surrender at once, and that all insurgents with the exception of their leader, Pedro Samson, would be pardoned and that the latter could count on the military commander's favorable intervention with the American Government in deciding the action to be taken in his case.

The insurgent chief answered that he could not surrender without the sanction of higher military authority and until he had secured this he would continue the struggle to the end. On receipt of this communication the authorities sent the insurgents an ultimatum giving them until the 14th instant to surrender and in case of failure to comply with this mandate, a vigorous military campaign would be at once inaugurated. Until that date there would be a suspension of hostilities. The help of the Philippine clergy was also invoked to use their good offices in disseminating the purpose of the authorities and convince the people of the futility of the struggle in which they are engaged.

## REMARKABLE FEAT ON A DISABLED STEAMER.

A Victoria (B.C.) steamer of July 16th.

The new Nippon Yusen Kaisha steamer *Kaga-Maru*, which came into dock here early this morning, brings a report of one of the most remarkable feats in the marine engineering line ever performed on the high seas. Captain J. W. Exstrand, master of the *Kaga-Maru*, tells the story as follows:

On July 1st, at 11.15 a.m. when in latitude 46 degrees north, longitude 169 degrees 40 minutes east, he sighted a steamer broad on the port bow. Noticing that she was under control he altered his course and bore down on her. Afterwards her captain came alongside and stated that the vessel was the Norwegian steamship *Guernsey*, three days out from Muroran and bound to Portland, Or. She had broken her horizontal shaft and lost the propeller, and the condition of the helpless vessel, in consequence, was grave in the extreme.

Favoured by calm weather and a quiet sea, however, the captain decided to make an attempt to ship a new screw. The ship being in ballast, her cargo was moved forward until the bow was deep in the water and the stern was elevated until the propeller shaft was clear of the water. A raft was improvised and a nine-ton propeller lowered to it.

The propeller shaft was placed in position without great difficulty, but the swell of the ocean and crude appliances at hand made the task of shipping the huge screw almost impossible. Repeated attempts only resulted in failure, until, by the skipper's orders, the two opposite blades were cut off. Thus lightened, the screw was at last got into position, and Captain Krohnablon expected to get under way with his double-blade propeller the following day.

The *Guernsey* is of about 2,100 tons, and although bound to Portland is under charter to load lumber at Moodyville and Hastings for Russia.

## AN INFANT STOWAWAY.

Elsie Hubbard, a small girl of 11, has been exciting the curiosity of Melbourneites by her passion for travel. She does not care much where she goes so long as she is going, and she has run away so often, merely to gratify her inordinate appetite for wandering, that when she does not turn up for meals at her home in Fitzroy her parents take it for granted she has stowed away on a steamer or a train, and await reports from neighbouring States without much concern. Elsie's last escapade was a trip to Sydney in the hold of a steamer. When discovered the captain took her in charge, and shipped her back to Melbourne, c.o.d. She has stowed away to Adelaide and to Hobart, and has taken dead head excursions over all the main lines in the State, always turning up at her suburban home again in good order and condition. She tells a *Herald* reporter that she is meditating a trip to England in a cargo boat, and Port Melbourne crews have got orders to keep a sharp look-out for a small freckled girl in short frocks, in any bundles or bales that may come aboard. "I love the sea," she said, "but my brother there hates water. He hasn't got spirit enough to wash his face."

## "RIGHT HERE" FROM CHICAGO.

REMARKABLE PIONEER STEAMSHIP REACHES LONDON.

The very latest triumph of American commercial enterprise was that achieved by the arrival at the South West India Docks, of the *North-Eastern* with a cargo of 3,600 tons, the very first vessel to carry merchandise all the way from Chicago to London.

Most of the exports of the United States come from territory around the great lakes and the west, and these exports have hitherto had to be carried by rail from Chicago to the great seaboard cities, such as New York and Boston, and shipped thence to their destinations—a costly and often unsatisfactory arrangement.

But, as was recently told in the *Daily Mail*, the North-Western Steamship Company of Chicago, wishing to "get right here" with as little delay as possible, has built a preliminary ocean fleet of steamers, specially suited to the navigation of the canal locks around the rapids on St. Lawrence River, and by way of this route to the Atlantic the *North-Eastern*, laden with timber, canned provision, glucose, etc., sailed for London.

A *Daily Mail* representative, who was enabled by Messrs. G. W. Shelton and Co., the European agents of the line, to inspect the *North-Eastern* came to the conclusion that a visit to the ship would be for the owner of the ordinary British cargo boat aliberal education in American methods.

In the first place, the crew are treated with the greatest consideration, every man having a

spring-wire bed, bedding, and linen; they have excellent quarters, well-appointed lavatories with a bath, fitted with hot and cold water in each. All the rooms are lighted by electricity. Officers and men dine together, partaking of precisely the same excellent food, in a cosy dining saloon. The steward's salary is higher than that of the majority of chief officers in British vessels, while the chief engineer's £25 a month, the quartermaster's £9, and the watchman's £7 are greatly in advance of the wages of British sailors in similar positions. It was, perhaps, the shock arising from the discovery of these American methods that caused a druck official, after a tour of the vessel to wander too near the side, lose his footing, and fall overboard. Happily he regained dry land without any more serious injury than a slight scalp wound, but in future the Americans are going to show interested shipping men over the vessel in very easy stages.

## MR. BRODRICK ON THE WAR.

LONDON, July 11th.

Responding to the toast of his health at the fifteenth annual banquet of the National Union of Conservative and Constitutional Associations, held in the Hotel Metropole last night, the Secretary of State for War, Mr. Brodrick, said there was nothing so difficult for the Government, or caused so great a strain upon the loyalty of the party, as to have so long a period of political life as that to which the present Government had been privileged to attain.

OUTPOURING OF BLOOD AND TREASURE. Coming to the war in South Africa, the right hon. gentleman said Great Britain had never made for one colony such a sacrifice, such an outpouring of blood and treasure, as they had made for Cape Colony and Natal during the last two years, and that sacrifice had not been made in vain, for the ties of the colonies to the mother country had been bound as they were never bound before.

With that great charge upon them they had suddenly forced upon them the great problem of how to maintain their trade in China, to which every other nation was able to give its undivided attention. They were determined if they had to enter the lists at all Great Britain should not take second place in any other Power, and he thought when the history came to be written it would be found that there was nothing which had to be done in South Africa which prevented their putting out their full strength in China.

## THE LIBERAL PARTY.

Turning to what he described as the wreck of the Radical party at the Reform Club meeting on Tuesday afternoon, Mr. Brodrick said he wondered why any man with money in his pocket should spend it in going to a pantomime when he could attend a Liberal party-meeting. (Laughter.) A body of men professing the same sentiments and the same political convictions met not merely to consider their policy, but how they could keep one man from using his tongue from speaking guile of his neighbor; how they could keep quiet under their convictions which they knew it was impossible to reconcile; and how they could combine to make an attack upon the Government.

They were told that the lion would lie down with the lamb, but he would have felt more confidence in that simile if he could pick out any of the leaders of the Liberal party that came up to either of those celebrities. (Laughter.) What did they mean to do? He read the latter part of Sir H. Campbell-Bannerman's speech with mingled feelings, for it seemed a most ingenious explanation that his own position of sitting on the fence was one that he would be glad to see them all combine in.

## FARM BURNING.

Sir H. Campbell-Bannerman laid down three propositions upon which he thought the Opposition might agree. The first was that we should not aggravate the war by any unnecessary pressure upon our antagonists. Well, the Government agreed with that, but if that policy meant that we were to sacrifice the lives of our Englishmen in order to save the life of one Boer, they did not agree with it at all. A great deal had been said about farm-burning, but men who used the farms or allowed them to be used as means of treachery or treacherous communication with the enemy must expect to suffer, and they certainly would suffer. (Cheers.)

## CONCENTRATION CAMPS.

We had heard a great deal too much nonsense about concentration camps. (Cheers.) They were a necessity, because every farm house was being used as a storehouse and recruiting ground for the enemy. The Government might have made mistakes, and our officers might have made mistakes, because they were only human; but there had been not too little but, on the contrary, an excessive consideration for the enemy.

The Government were not going, in order to please Exeter Hall or its adherents in the House of Commons, to put any difficulty in the way of Lord Kitchener bringing the campaign to an early conclusion. (Cheers.) Those observations of Sir H. Campbell-Bannerman cost very little to say, but they were a great encouragement to the enemy.

Sir Henry's next point was that we should, after a very brief interval, establish free institutions. Free institutions were an admirable and truly British resort for those who were capable of administering them, but do not let us drop the reins on our horse's neck until we were certain of him. No amount of clamour at home, no amount of obloquy abroad, no hard or soft writing in newspapers would have the slightest effect upon the Government.

## THE AMNESTY QUESTION.

Sir Henry Campbell-Bannerman wanted a generous amnesty to British subjects who had taken up arms. This utterance of the leader of the Opposition was a clear invitation to our fellow subjects in South Africa to rebel against the British Crown. The British Government did not wish to unduly press a victory, but they were not going to be pulled into a surrender which would not condone those who had been in arms against us, but would only make them a reproach to the whole of the loyal inhabitants of South Africa. (Cheers.)

## DETERMINED.

When the future of South Africa was settled, it would be time enough to call upon the Government for the fulfilment of its pledges respecting social problems. These were, no doubt, important, but they were as nothing compared with the future of the Empire. So far as the War Office was concerned, there never had been and there never could be any distinction between him and the military chief. They had a great work to carry out. The Government had not carried on this war for nearly two years in order to desert its general at the last moment. At all hazards and at all risks the campaign would be carried through. There was no demand which the Government would not make upon the country, and no sacrifice which they would not impose upon themselves, rather than give in to the dictation and the intrigues of those who had been made the subject during the last few months.

## IMPECCABLE SOUTH AMERICAN REPUBLICS.

A great many of the South American republics are owned by money-lenders and capitalists, says a writer in *Graham's Magazine*. Concessions after concessions have been granted to corporations and foreign governments for loans advanced. Railroads, mining privileges and revenues from nearly all taxable goods have been squandered by the governments of the South American republics makes many of the smaller ones chronically hard up, and no sooner does one revolution dispose of a Ministry and President than another movement to negotiate a new loan begins.

In many cases private corporations and capitalists have more to say in the government of the small South American republics than the Presidents or their Cabinets. Virtually owning everything of real value in the country, it is only natural that they should demand a controlling voice in the management of affairs that concern their interests. The Argentine Republic has practically been sold over to the auctioneer, and her finances are so involved that an expert could never straighten them out. The Ministers do not attempt to do this; they are satisfied to raise more money by mortgaging other property and industries of the country if in need of funds for special purpose. Argentina owes over \$300,000,000, and every chance she gets asks for new loans. Already her mines, railroads and other natural resources are pledged, and it seems doubtful if anything valuable can be found to hand over as security for new loans. There is not much attempt to pay the interest on this debt, and the country is satisfied if the creditors content themselves with seizing a few more square miles of territory to call the matter even.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, A.	McCracken, W. R.
Atkinson, Miss I.	Miller, R. E.
Angus, W.	Moore, E. F.
Alexander, M. R.	Money, R. J.
Anderson, W. H.	McLean, A. E.
Ahern, J.	Miller, O. H.
Atkins, J.	Marshall, C. W.
Ainslie, Mrs.	Merchants Despatch & Transportation Co.
Barton, Miss A. C.	Mills, S.
Bishop, W. C.	Mills, S. C.
Barnard, Miss F.	Mills, S. C.
Barnett, Mr.	Maipang, W.
Bender, H.	Mitchell, W. T.
Bowles, Mr. & Mrs.	McIntosh, J.
J. H.	McAuliffe, J.
Bracton, Hy.	Mundie
Burke, Rev. P. C.	Murphy
Burger, L. W.	Murphy
Babonneau, M.	Notton, R.
Bradford, F.	Nicholson, H. J.
Brown, A. J. D. D.	Nieve, L.
Bonine, R. J.	Norris, J. B.
Browne, E.	Oswin, A.
Crammer, R. B.	Ovidio, F.
Carlton, L. G.	Oliver, The Hon.
Carlos, A.	Ozorio, S. E.
Cushing, G. B.	Palmer, W. B.
Chinichiole, G. N.	Painter, Rev. T. W.
Christoph, J. I.	Palmer, C. D.
Craddock, H. E.	Paul, J. F.
Collins, M.	Pennybacker
Cylinder, M.	Ridgway, T.
Deor, C. L.	Rennick, Mrs. F.
Douglass, Mrs. M. E.	Robinson, C. T.
Davis, J.	Rouch, S. C. L.
Damrell	Raine, Miss P.
Dyson	Roussel, M.
Esposito, E.	Roschield, O. F.
Eschauer, P.	Reid, J. G.
Forest, Miss A.	Robinson, C.
Fitzsimmons, C. A.	Robles, M.
Fleming, G.	Richardson, W. N.
Farr, A. J. M.	Royce, H. C.
Frankland, A.	Ross, C. H.
Francesco, C.	Rutledge, H. B.
Frampton	Ralphs, E.
Gye, H. W.	Rice, C.
Genahre, J.	Sambore, Dr. F. G.
Gorcke, A.	Sig, J. R.
Girard, A. Y.	Shakoor, A. C.
Graham, Mrs.	Shaffer, S.
Calbraith, J. E.	Sternwarte
Grieve, A. J.	Singh, C.
Glover, Miss	Sampson, J.
Hill Depot	Silva, S. N.
Hall, E. A. S.	Salva, C. D.
Heal, H. B.	Selinger, Miss G.
Hendrid	Silverthorne
Harrison, Carl	Seldner, J. K.
Lacont, H.	Stiwell, J. K.
Hermann, H.	Sandolands
Heaton, T.	Smith, A. H.
Huffman, Mrs. W. A.	Sims, W. A.
Johnson, J. W.	Superintendent
Johnson, J.	Thomas, L. C.
Johnson, W. L.	Trick, R.
Johnson, J.	Thomas, Mrs. J.
Jansson, A.	Ting, Mrs.
Johnson, Rev. H. G.	Turkey, H. H.
Jesus, D. D.	Towallin
James, S. C.	Thompson, C. D.
Johnstone, B. H.	Valentine, A.
Janis, Dr. R.	Varney, Miss L. W.
Knight, B.	Vass, Capt.
Kalet, M.	Vance, C. H.
Kaellin, H.	Waller, J.
Kapelle, W. A.	Watts, Mrs. F. W.
Kassersent, Smith	Wallace, F.
Klauber, S.	Walter, R.
Lortet, P.	Warren, C. N.
Lopez, Dr.	Weber, D. E.
Laura, A.	Weissmann, B.
Leitav, F. P.	Walker, H. W.
Luz, D.	Walker, J. D.
Little, Mrs. A.	Walker, O. H.
Lives, R. T. F.	Ward, E. C.
Liver, K. J.	Wernberg, H. O.
Lorenzo, M.	Yamamoto, J.
Lebrary, D. W. P.	Young, Ed.
Lion, A. D.	Zuluf, F.
Lortet, P. M.	
Launing, C. H.	
McGill, W. E.	

## List of Registered Covers in Poste Restante.

Andrew, Wm.	Kemper, A. C. (Loo)
Abbas Khan	Khan
Ames, Shah	Khalil Bahkash
Angushin, M. S.	Kunura
Atlantis, Miss J.	Kala Singh
Brandt, P. (2)	Kohler, E. A.
Brimble, Capt. A.	Kallah Singh
Borolo, B.	Ludha Singh
Bobal Singh	Liton, G. (London)
Beval, Bonifacio	Mohamed
Bomanjee & Co.	Mirza Sadik
Braga, C.	Mahieu, A.
Campbell, Capt.	McGill, Major H. S.
Craze, E. H.	(Tienjin)
Cruz, M. J.	McGill, S. F.
Corrie, St. Sydney	Marth, Capt. P.
Cameron, A. B.	

Cushing, E. B.  
Calo, P. de  
Cao, Miss M. J.  
Colasanto, P.  
Dios, R. R. de  
David, J. A. Singapore.  
Eduarte, C.  
Elia, J. (2)  
Evans, Miss A.  
Fox, F.  
Farris, C. (Singapore).  
Fernandez, V. F.  
Gujar Singh, I.P.C. 647  
Gunda Singh  
Gleich, M.  
Gomes, J. G.  
Graves, W.  
Gault, C. F.  
Gerald, A. (Nagasaki).  
Galvano, J. da Cunha  
"Brazil."  
Hall, J. L.  
Hall, Capt. F. (2)  
Hoashi, S.  
Haynes, J.  
Herman Singh (Singapore).  
Hamlin, Mrs. G.  
Holecek, Mrs. R.  
Haider Khan I.P.C. 779  
Harrison, S. W.  
Hutchinson, Mrs.  
Hassam Khan  
Isfahani, H.M.S.  
Jesnot, G. (2)  
Jewan Singh, I.P.C.  
654  
Kahn, R.

## List of Registered Covers for Merchant Ships.

S.S. <i>Asio</i>	G. Nazimovich.
<i>Atlas</i>	M. Rickinson.
H.M.S. <i>Borfeur</i>	G. Groves.
S.S. <i>Changsha</i>	Capt. Moore.
" <i>Chinglu</i> "	Chas. Lendberg.
" <i>Dragonair</i> "	J. W. Holland.
" <i>Elite Nerach</i> "	J. J. McCarthy.
R.M.S. <i>E. of Japan</i>	H. Cooper.
S.S. <i>Erica</i>	Capt. Zindel.
" <i>Hailan</i> "	R. Olsen.
" <i>Haiting</i> "	A. E. Tilston.
" <i>Hetargic</i> "	Sernag Humar.
U.S.S. <i>Isle de Luzon</i>	C. Renter.
U.S.S. <i>Isle de Luzon</i>	W. Lynch.
S.S. <i>Kashiki</i>	Capt. Sanderson.
" <i>Manuel Legano</i> "	L. Brandt.
" <i>Mulo</i> "	P. Walker.
<i>Patrolas</i>	Capt. E. Dickens.
" <i>President</i> "	R. B. Munro.
Transport <i>Penarth</i>	J. C. Connor. (2)
S.S. <i>Perla</i>	J. Charles Smith.
U.S.H.S. <i>Relief</i>	Chas. McFeely.
" <i>Relief</i> "	J. H. Miller.
S.S. <i>Shantung</i>	H. S. Clifton.
" <i>St. Dunston</i> "	Leop. Pittinger.
" <i>Sui Tai</i> "	A. Nene.
" <i>Ulu</i> "	R. O. Lloyd. (2)
Transport <i>Wright</i>	S. Croft.

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos.	Shuchincho.
Bruff Comedy.	Soonke (998).
Cheebosing.	Takmakoff.
Chinghai (2 telegrams).	Thungseong.
Chungshangcheng.	Trienat.
John Wheeler.	With.
Kaifing.	Wood.
Kongyuenheng.	Yebismoto.
(Two Telegrams).	Yehsan.
Kwangshanchong.	Yuenhopai.
Lelle Werthman.	6436.
Lohzeungkee.	3458, 4713 5002 (Kan)
Meade.	Hok Chau.
Nghuyen Thanh.	0903 Yuenhopai.
Norton.	1089 1454.
Njwone Chiong.	1089, 1459.
Schmidt, I.	1759.

## Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT will Sell by

PUBLIC AUCTION.

at his OFFICES, DUNDRELL STREET,

on

FRIDAY, the 23rd August, 1901, at 3 P.M.

THE VALUABLE LEASEHOLD

PROPERTY,

SHAUKWAN in the Island of Hongkong,

consisting of

Shaikwan Lots Nos. 18, 19, 20, 21, 22, 23, 25 and 28, which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 25 for the residue of several terms of 999 years and as to Lot No. 28 of the residue of a term of 75 years.

Particulars and Conditions of Sale, may be obtained from

Messrs. DEACON & HASTINGS,

at Queen's Road Central,

Vendors' Solicitors,

or

Mr. G. P. LAMBERT,

The Auctioneer,

Hongkong, 8th August, 1901. [553c]

## To be Let.

TO LET.

NO. 1, STEWART TERRACE—THE

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 5A, DUNDRELL STREET.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIFON TERRACE.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [1209c]

TO LET.

TWO EUROPEAN HOUSES, No. 10, LEIGHTON HILL ROAD.

Apply to

HONGKONG AND KOWLOON LAND

AND LOAN COMPANY, LIMITED.

No. 8, Queen's Road West.

Hongkong, 6th August, 1901. [844c]

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to

RUN HUNG,

81, Queen's Road Central.

Hongkong, 17th July, 1901. [761c]

## Insurance.

"L'UNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1828).



### Intimations.

#### NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

[733c]

### PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRAUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

12th October, 1900.

[21]

### THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!!!

GENTLEMEN'S (ORDINARY)  
At a fixed price of \$3 per month per head,  
or as per tariff.

LADIES' and FAMILY as per Tariff.  
ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by Machinery.

Californian Washermen Employed. No Coolies Sleep on the Premises.

Depot, 5 ICE HOUSE STREET.

F. G. ALLEN,  
Manager.

Hongkong, 6th August, 1901.

[845c]

### DROZ & CO.,

WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.

SPECIALITIES:  
LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:  
"MAXIM, BERN, &c."

REPAIRS OF WATCHES and CLOCKS  
by competent European experts at  
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901.

[526c]

### NOTICE.

I HAVE This DAY RESUMED PRACTICE.

WM. MACLEOD, D.D.S.,  
American Dentist.

Hongkong, 1st August, 1901.

[826c]

### NEW GOODS.

PLENTY  
IN  
HAND.

D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.

Hongkong, 30th April, 1900.

[41]

### F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY &c.  
EVERY KIND OF  
SHIPS STORES and REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1901.

[18]

### A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD CENTRAL.

Speciality:  
FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901.

[642c]

### SIEN TING,

SURGEON DENTIST.  
No. 14, D'ARAGUL STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1901.

[50]

### DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,  
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.  
50, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901.

[8c]

### DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST.

No. 4, Queen's Road Central.  
Hongkong, 24th January, 1901.

[16c]

### Consignees.

#### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 14th August, 1901.

[5]

#### TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 21st instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th August, 1901.

[7]

#### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, COLOMBO, BOMBAY, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Venice, ex S.S. *Melancholi* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th August, 1901.

[685c]

#### FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA,"

Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, stained and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 16th August, 1901.

[883c]

#### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, ex S.S. *Roma*,  
From Australia, ex S.S. *Aurora*,  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 16th August, 1901.

[5]

### The Share Market.

#### LATEST QUOTATIONS.

(August 19th).

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 3/4 1/2 premium

The Bank of China (Limited), Ltd. \$ 5 Nominal

The Bank of China (Limited), Ltd. \$ 4 1/2 sales

The Bank of China (Limited), Ltd. \$ 1 1/2 buyers

National Bank of China, Ltd. \$ 8 1/2 buyers

Do. Founders. \$ 1 1/2 buyers

Marine Insurance.

Union Ins. Society of Canton, Ltd. \$ 50 \$340 sellers

China Traders' Ins. Co., Ltd. \$ 25 \$60 sellers

North China Ins. Co., Ltd. \$ 25 Tls. 180 sellers

Yangtze Ins. Assoc. Ltd. \$ 60 \$125 nominal

Canton Ins. Co., Ltd. \$ 50 \$180 sellers

Straits Ins. Co., Ltd. \$ 20 \$1

Fire Insurance.

Hongkong Fire Ins. Co., Ltd. \$ 50 \$340 sellers

China Fire Ins. Co., Ltd. \$ 20 \$84 sellers

Shipping.

Hongkong, Canton & Macao Steamboat Co., Limited. \$ 15 \$341 sellers

Indo-China Steam Navigation Co., Ltd. \$ 10 \$139 sellers

China & Manila S.S. Co., Ltd. \$ 50 \$62 sellers

China Mutual S. N. Co., Ltd. (Pref.) \$ 10 \$12 buyers

China Mutual S. N. Co., Ltd. (Ord.) \$ 10 \$12 buyers

China Mutual S. N. Co., Ltd. (Ord.) \$ 5 \$7 buyers

Star Ferry Co., Ltd. \$ 10 \$24 buyers

"Shell" Transport & Trading Co., Ltd. \$ 1 1/2 12/6 sellers

Refineries.

China Sugar Refining Co., Ltd. \$100 \$145 sellers

Luzon Sugar Refining Co., Ltd. \$100 \$36 sellers

Mining.

Punjab Mining Co., Ltd. \$ 9 \$34 sellers

Punjab Mining Preference Shares. \$ 1 \$1 1/2

Societe Francaise des Charbonnages du Tonkin. Fcs. 250 \$325

Jebeu Mining and Trading Co., Ltd. 25 cts. 5 cents

Raub Allain Gold Mining Co., Ltd. \$ 5 \$4 buyers

Oliver's Freehold Mines, Ltd. \$ 5 \$1

Oliver's Freehold Mines, Ltd. B. \$ 5 \$1

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$ 50 \$285 sales

Hongkong & Kowloon Wharf & Godown Co., Ltd. \$ 50 \$100 sellers

Wanchai Warehouse & Storage Co., Ltd. \$ 37 1/2 nominal

New Amoy Dock Co., Ltd. \$ 6 1/2 \$24 buyers

Land, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. 10 \$9 1/2 sales

Hongkong Land Investment & Agency Co., Ltd. \$100 \$190 sales

Kowloon Land and Building Co., Ltd. \$ 30 \$30 buyers

West Point Building Co., Ltd. \$ 50 \$51 sellers

H'kong Hotel Co., Ltd. \$ 50 \$130 sales

Oriente Hotel Co., Ltd. \$ 50 \$60 sellers

Humphrey's Estate & Finance Co., Ltd. \$ 10 \$13 sales

Cotton Mills.

Hongkong Cotton Spinning & Weaving Co., Ltd. \$100 \$104 buyers

Ewo Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 42 1/2 sellers

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 30 sellers

Laon-kung-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 40 sellers

Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 300 sellers

Yahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 15 buyers

Cigar Companies.

Alhambra, Limited. \$500 \$1,500 sellers

Trust Co. \$50 \$50 sellers

Miscellaneous.

Green Island Cement Co., Ltd. \$ 10 \$2 1/2 buyers

China-Borneo Co., Ltd. \$ 15 \$38 sellers

A. S. Watson & Co., Limited. \$ 10 \$10 sales

Watkins, Limited. \$ 10 \$10 sales

Hongkong Electric Co., Limited. \$ 10 \$12 1/2 buyers

Hongkong Electric Co., Limited. \$ 5 \$6 1/2 buyers

Hongkong and China Gas Co., Ltd. \$ 10 \$140 buyers

Hongkong Rope Manufacturing Co., Ltd. \$ 50 \$17 1/2 buyers

Co. Fenwick & Co., Ltd. \$ 25 \$55 sellers

H'kong Ice Co., Ltd. \$ 25 \$18 sales and buyers

H'kong High Level Tramways Co., Ltd. \$100 \$375 buyers

Dairy Farm Co., Ltd. \$ 6 \$8 buyers

Hongkong and China Bakery Co., Ltd. \$ 50 \$50

Campbell, Moore and Co., Ltd. \$ 10 \$20 buyers

Bell's Asbestos Eastern Agency, Ltd. \$ 1 \$1.10

United Asbestos Orient Agency, Ltd. \$ 4 \$10 buyers

Tehran Planning Co., Ltd. \$ 5 \$2 sellers

Universal Trading Co., Ltd. \$ 20 \$20 buyers

H.K. Steam Water-boat Co., Ltd. \$ 5 \$8 buyers

China Light & Power Co., Ltd. \$ 20 \$20 sellers

Robinson Piano Co., Ltd. \$ 50 \$50

Manila Investment Co., Ltd. \$ 50 \$50 sellers

BENJAMIN, KELLY & POTTS,  
Share Brokers.

Telegraph Address—"Relato."

Telephone No. 114.

[3]

### VISITORS AT THE HONGKONG HOTEL.

Angus, Mrs. Arnold, Mr. H. S. Bailey, Mr. W. S. Beringer, Mr. F. J. G. Bilbrough, Mr. C. F. Black, Mr. J. Bonner, Mr. R. K. Bowers, Dr. F. H. Breda, Count de and servant Brown, R.E., Major W. B. Brown, Mr. J. Brown, Mr. Percy Bruce, Mr. and Mrs. Busistow, Mr. Cameron, Mr. D. H. Clark, Dr. Cole, Mr. G. E. Colson, Mr. J. S. Cylindar, Mr. M. Davies, Mrs. W. and child Deane, Mr. and Mrs. Denoch, Mr. F. C. Devlin, Mr. D. M. Discombe, Mr. G. M. Donnelly, Mr. C. W. Dorehill, R.A., Major Dyson, Major P. S. Edwards, Mr. F. W. Fernald, Mr. and Mrs. Fischer, Mr. Gibson, Mr. Kennedy Glover, Mr. C. Grant, Mr. John Hamilton, Major Harding, Miss J. Harold, Mr. W. Henningsen, Mr. H. F. Howard, Mr. Thos. Hughes, Mr. W. K. Huke, Mr. A. N. Innes, Capt.

Irving, Mr. E. A. Johnson, Mr. and Mrs. Katsch, Mr. E. A. Kiene, Mr. and Mrs. F. Kirkwood, Mr. J. Kitmanli, Mr. G. C. Lazarus, Mr. N. Ledbrod, Mr. Littledale, R.E., Major R. P. Long, Mr. & Mrs. D. M. MacDonald, Mr. D. Madow, Mr. McAllister, Mr. J. Michael, Mr. S. J. Orr, R.A., Capt. Parfit, Mr. W. Pearce, Mr. W. H. Piry, Mr. S. D. Pitcher, Mr. A. J. Quennell, Lieut. W. A. Reel, Dr. L. Reid, Mr. A. Robinson, Mr. W. R. Robinson, Mr. H. W. Schouw, Mr. C. Sergeant, Mr. P. V. Simpson, Mr. A. E. Slayers, Mr. J. M. Smithers, Mr. D. G. Taylor, Mr. D. G. Thomas, Mr. Harry Thomson, Dr. and Mrs. J. C. and child Tibbey, Mr. H. M. Wakeman, Mr. G. H. Watts, Mr. and Mrs. Frank W. Whitley, Mr. W. J. G. Williamson, Mr. and Mrs. A. A. and child Williamson, Mrs. J. and child Woodward,